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STATE DOCUMENTS

# Palmetto AVIATION

VOLUME 35 NUMBER 12

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DECEMBER, 1984



Controllers perched on top of the hangar at Camden's Woodward Field sequence the arrivals during the eighth annual EAA Chapter 3 Fall Fly-in. Hugh Oldham, left, talks to an inbound aircraft while Don Hayden keeps visual sighting of the traffic with binoculars. More than 300 aircraft came through the field during the three-day fly-in. (More pictures, pages 4 and 5.)

## 1984-85 charts now available

The 1984-85 South Carolina Aeronautical charts are now available at the S.C. Aeronautics Commission offices in Columbia.

The WAC scale chart includes the Atlanta and Raleigh-Durham areas this year for greater convenience in flight planning to those destinations.

### St. George update

Culver Freston, the FBO at St. George Municipal, wrote asking us to update the airport information on the

**Continued page 3**

## Airport vandalism not taken lightly

Vandals and pranksters who steal runway lights, lenses or otherwise damage airport equipment or property should be aware that they can be fined \$1,000 or jailed for a year or more if convicted.

State law 55-1-30 provides for such penalties. In addition, if someone should be killed in a plane crash because airport equipment has been damaged or removed, the person responsible can be convicted of a felony and sentenced to as much as 30 years in prison.

Smaller airports are particularly vulnerable to such damage. Last month, a number of runway lights at Allendale County Airport were knocked out by vandals creating a dangerous situation for anyone attempting a night landing.

The law also has a section expressly prohibiting drag racing and other trespassing on airport property. Anyone convicted of parking, driving or drag racing under Section 55-13-40 could be fined up to \$600 and lose their driver's license. ➔





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## CAP annual meeting held in Myrtle Beach

The South Carolina Wing of the Civil Air Patrol held its annual conference October 27, at the Landmark Hotel, Myrtle Beach.

United States Air Force and Civil Air Patrol region personnel attending included Colonel Charles E. Gries, USAF, Commander, Middle East Liaison Region; Colonel Eugene E. Harwell, CAP, Commander, Middle East Region; and Colonel David Ellsworth, CAP, Deputy Commander, Middle East Region. Also present were Joshua P. Moore, Director, Emergency Preparedness Division, Office of the Adjutant General (SC) and James Catington, president, South Carolina chapter, Air Force Association.

A seminar was included in the conference to assist all personnel in understanding the entire Civil Air Patrol program. Such topics as aerospace education, cadet programs, communications, emergency service, operations and safety were on the agenda.

The conference provided an oppor-

tunity to present numerous awards. Cadet Major Peter Hashek, Metro Anderson Composite Squadron, received recognition as SC Wing Cadet of the Year, and Captain Mary G. Hobson, Wing Director of Personnel, was named Senior Member of the Year. Safety awards went to Darlington Senior Squadron and to Captain Eddie V. Farmer, Safety Officer, Anderson Composite Squadron.

Colonel William E. Hobson, SC Wing Commander, presented Commander's Commendation Awards to Major Harold G. Bueneman, Wing Director of Aerospace Education; Major Frank Dolde, Wing Director of Cadet Programs; Lt. Col. George W. Fort, Wing Medical Officer; Captain Mary G. Hobson; and Captain William A. Walls, Wing Director of Logistics.

Recipients of the Gill Rob Wilson Award, Civil Air Patrol's highest senior member training award, were Major Harold G. Bueneman; Lt. Col. Milton Guerry, Sumter County Composite Squadron; and Lt. Col. Gordon Rossback, Wing Safety Officer. ✈

## Kentucky Court allows suit for Puerto Rico bag loss

by H. M. Burwell\*

The plaintiffs bought airline tickets through a travel agency in Lexington, Kentucky for a flight from Lexington to the Virgin Islands via Puerto Rico. While en route to the Virgin Islands, the plaintiffs' jewelry was lost from their luggage. They sued Dorado Wings, Inc. d/b/a Crown Air, which flew the flight segment from Puerto Rico to the Virgin Islands. The tickets were issued on Delta Airlines ticket stock. The only connection of Crown Air with Kentucky was through its interline agreement with Delta that provided for bank settlement of joint fares and commission proration with the Kentucky travel agent who sold the tickets. (*Mohler v. Dorado Wings, Inc.* 18 Avi 18,225, Sept. 1984).

The trial court ruled the Kentucky

couple could not sue the defendant because of inadequate connection with the state of Kentucky to assert jurisdiction. The appeals court disagreed and reversed the trial court. On appeal, the court determined that it is reasonable and constitutionally permissible to exercise jurisdiction over a corporation which acts through an agent to transact business in Kentucky. In this instance, the payment of a portion of the travel agent's commission through the interline agreement payment procedure by the defendant was adequate for the appeals court to reinstate the case and let it proceed to trial.

\*Mr. Burwell is a partner in the Greenville office of the law firm of Barringer, Allen, Pinnix & Burwell. ✈



## FAA announces 1985 AIP fund distribution

The FAA has announced plans for distributing nearly \$531.1 million in entitlement funds to U.S. airports in fiscal year 1985 for planning and development projects. The funds are part of a total of \$925 million to be distributed by the agency under the Airport Improvement Program. The agency said that the balance of \$393.9 million will be distributed on a discretionary basis.

According to agency officials, the money will be broken down into grants for primary, non-primary and general aviation airports. About \$409.6 million will be distributed among 273 primary airports, which serve large air carriers throughout the U.S., and approximately \$108.4 million will go to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports. **South Carolina is scheduled to receive \$2.6 million for improvement projects at its general aviation airports.**

## Shaw pamphlet gives military flying info

The Flight Safety Office at Shaw AFB has printed a pamphlet for civilian aviation which gives information about military flying in Central South Carolina.

The booklet gives flight profiles for the various types of aircraft flown out of Shaw and McEntire ANG base. It also contains maps of the military operations areas and graphics of the Shaw Terminal area and Poinsett bombing range.

Copies may be obtained by calling the Shaw Flight Safety office at (803) 668-3176 or 3218. ➔

FAA is asking sponsors to submit pre-applications for projects by January 31, 1985, if they plan to use funds during the fiscal year. The current year's entitlement funds will remain available to designated airports until September 30, 1987.

The Airport and Airway Improvement Act of 1982 is funded by the Airport and Airway Trust Fund, which general aviation contributes to via a 12-cents-per-gallon tax on aviation fuel. The entitlement funds are apportioned to sponsors of airports at the start of each fiscal year on the basis of passenger departure enplanements, the agency said.

**The Airport and Airway Trust Fund had a balance of \$6.3 billion at the end of August, according to the latest Treasury Department report.** For the first 11 months of fiscal 1984, the government had collected over \$2.8 billion in aviation user taxes and spent \$1.2 billion from the trust fund for aviation-related projects. ➔

## St. George Update Continued from page 1

back of the new charts. included on the chart, so we'll print it here and ask you to jot it in the St. George Airport block on the back when you get your chart:

Phones: 536-9112

536-4150

Fuel: Exxon 100 LL

Attended: 0900-1700 Thursday thru Tuesday. Closed Wednesday

Lights: LIRL-REIL-VAPI dusk to dawn

IAP: VOR/DME VAN 110.4

Unicom: 122.8

Culver says there is also a rotating beacon just east of the office. ➔

## Breakfast Club

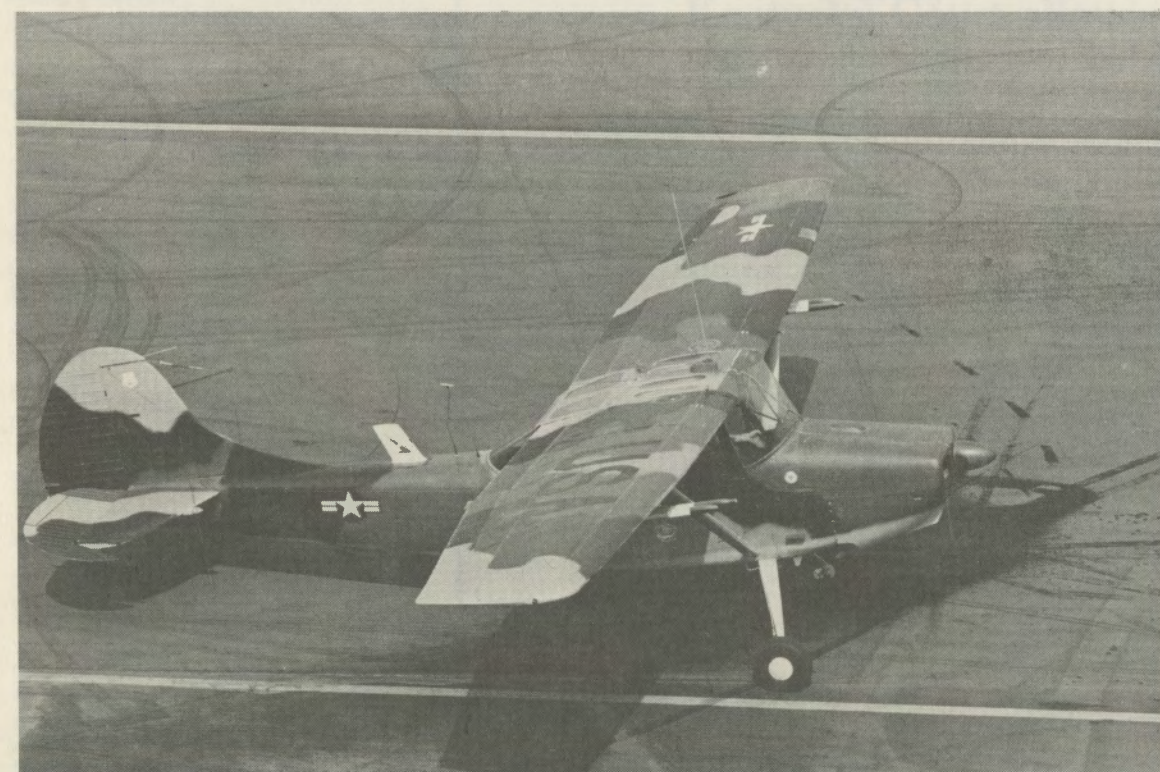
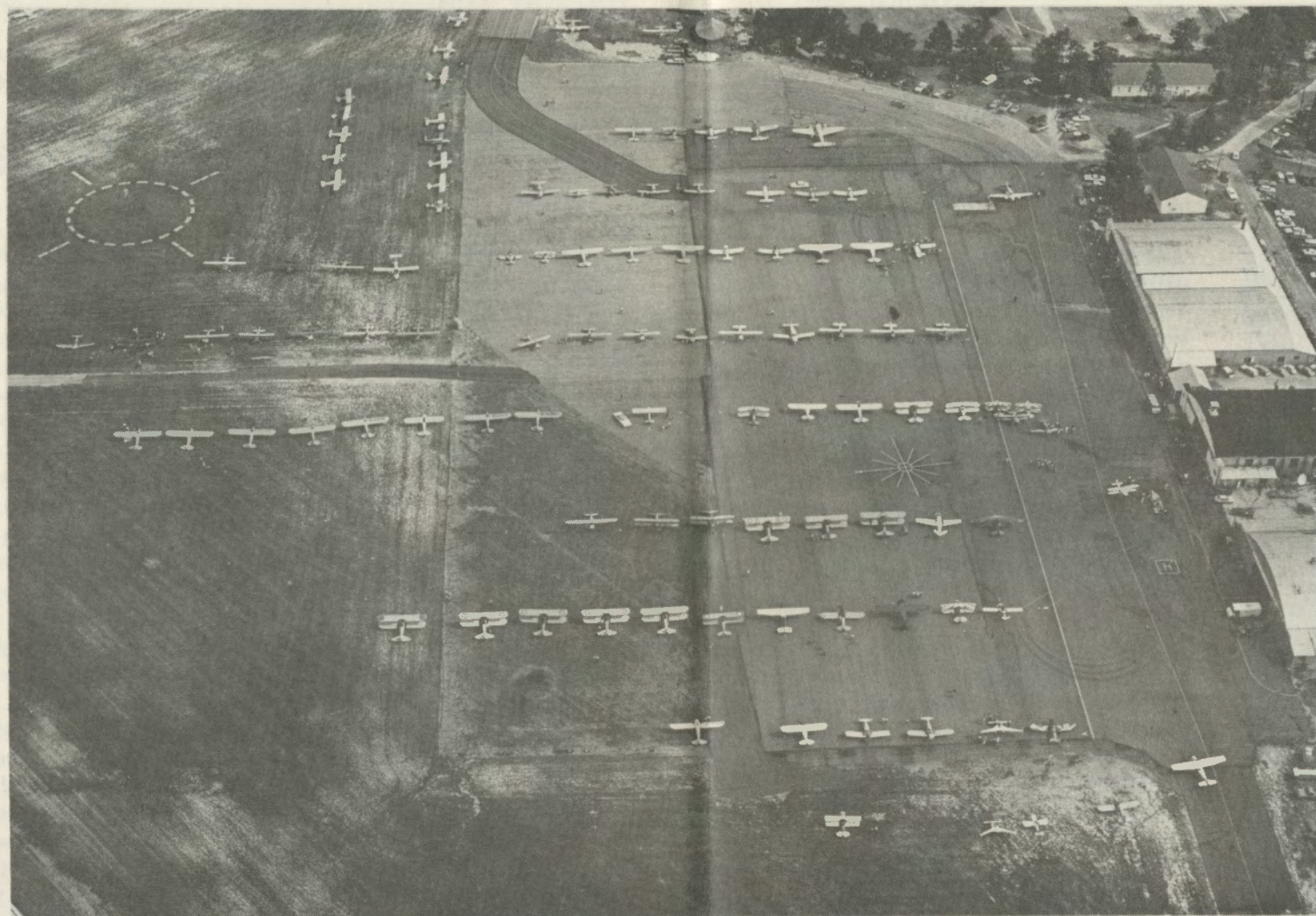
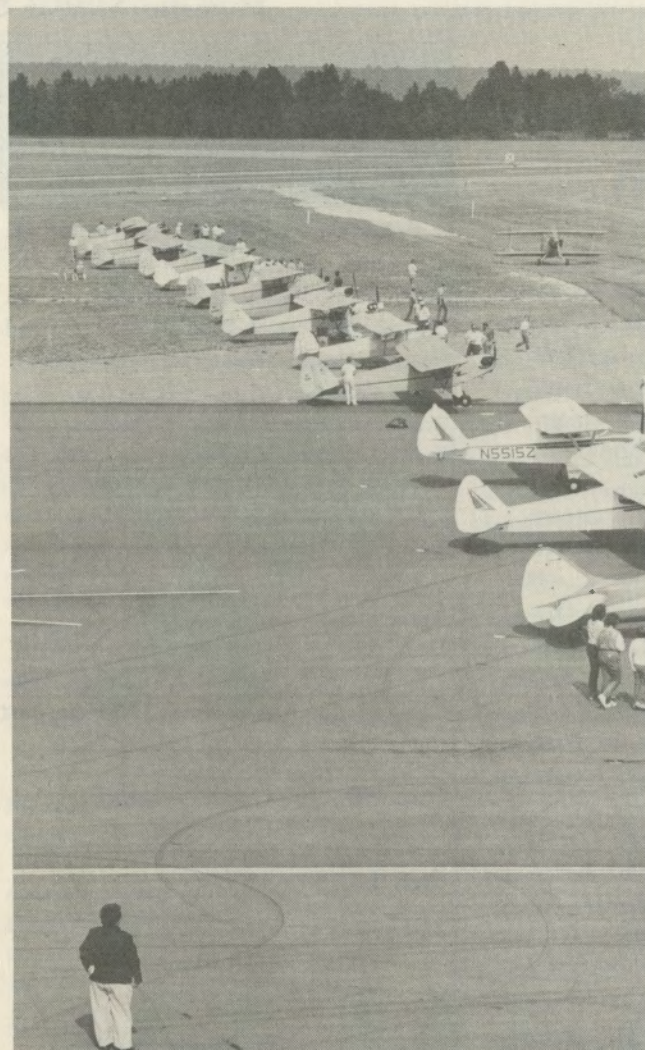


Breakfast Club Officers re-elected at the annual meeting in Orangeburg were: Gerald Ballard, President; David Oswalt, Mid State Vice President; Fred Powell, Upper State Vice President; Rudy Branham, Lower State Vice President; Coy Derrick, Historian; and Anne Hawkins, Secretary.

There are open dates in January, February and March. If anyone or group would like to host the club meeting on these dates, please call Anne Hawkins at 432-3095.

<b>Dec. 16</b>	Columbia Metropolitan Airport (Columbia Aviation, new FBO on east end of field is host)
<b>Dec. 30</b>	Owens Airport Columbia
<b>Jan. 13</b>	OPEN
<b>Jan. 27</b>	Clarendon County Airport Manning
<b>Feb. 10</b>	Grand Strand Airport, N. Myrtle Beach (Don's Pancake House is host)
<b>Feb. 24</b>	OPEN
<b>March 10</b>	Walterboro Airport, Walterboro
<b>March 24</b>	OPEN
<b>April 7</b>	Airport, Summerville (EAA Chap. 787 is host)
<b>April 21</b>	Shaw AFB, Sumter
<b>May 5</b>	Bryant Field, Rock Hill
<b>May 19</b>	Eastwinds Airport
<b>June 2</b>	Berkeley County Airport Moncks Corner
<b>June 16</b>	Clemson-Oconee County Airport, Clemson
<b>June 30</b>	Woodward Field, Camden





Antiques, classics, warbirds and experimental aircraft pack the ramp at Camden's Woodward Field during the eighth annual EAA Fall Fly-in Oct. 19-21.

Airport manager Bill Hawkins said 126 aircraft were registered for judging. Judges grade each aircraft using Oshkosh rules; giving or taking away points depending on how authentically restored it is. The aircraft judged ranged from J-3 Cubs to a Lockheed 12. Three from Tullahoma, Tenn. went home with trophies.

"They were all winners," Hawkins said. "It is amazing to see how some of them even get here," he said, specifically mentioning a venerable old Gypsy Moth.

The Stearman group had the most aircraft at the show, 11 in all. Gren Seibels, a member of the Palmetto Sport Aviation Chapter 242, won the Silver Age Antique Trophy with his 1931 Great Lakes 2T-1A biplane.

Bottom left, a restored L-19, complete with rockets, taxis out. ✈





## Automated FSS will be built in Anderson, GAO rules

The U.S. General Accounting Office last month ruled that South Carolina's automated flight service station will be built in Anderson County.

The GAO, ending months of waiting for Anderson County, overruled a protest by Spartanburg County officials who challenged Anderson's bid for the facility. Spartanburg sought to reverse a Federal Aviation Administration (FAA) decision awarding the station to Anderson County.

### Hartsville has Jet A fuel

**Andy's Aviation, the FBO at Hartsville, now has Jet A fuel for sale.**

**Grace Broach, manager of Andy's, says, "This is a dream come true for all of us here at Hartsville as we have had many calls for it."**

**So, all you turbine types out there remember Hartsville has got what you need if your bird starts feeling hungry. ➔**

The GAO ruling ensures that the station will now be located at the airport in Anderson County, which first bid on the project in 1982. With the Station will come about 80 FAA employees and an annual payroll estimated at \$1 million.

In its proposal, Anderson County agreed to build the building and lease it to the FAA for \$1 a year.

County and FAA officials will now work to finish the planning and design of the building so construction can begin, according to Rusty Burns, assistant director of the Anderson County Planning and Development Board.

The county should be able to ask for bids to build the 8,000 square foot station in three or four months, Burns said.

"We think the whole process should take anywhere from 12 to 18 months to complete," he said. The building is estimated to cost \$800,000. It will be built beside White Aviation Inc. at the airport, Burns said. ➔

## Computers OK on airplanes FAA says

Extensive tests have concluded that airliner passengers can use portable computers without posing a hazard to aircraft radio or navigational equipment, the Federal Aviation Administration (FAA) said.

The FAA said that tests conducted by its researchers as well as by a study group of the Radio Technical Commission for Aeronautics "disclosed no evidence that the operation of these devices interfered with aircraft communications or navigation equipment."

The tests also concluded that calculators and electronic games may be used during flight without causing interference with the plane's equipment. The agency said, however, it will continue to prohibit their use during takeoffs and landings "to provide an extra margin of safety."

Federal regulations continue to prohibit the use on planes of walkie-talkies, radio-controlled toys, portable telephones, AM-FM radios and portable television sets because these items have been shown to cause interference. ➔

## Surplus turbines fraught with hidden danger

During a hydroplane boat race on Sunday, September 16, 1984 in San Diego, the Atlas Van Lines boat blew its engine. A spectator a half mile away was injured in the hand by a piece of flying debris.

As the boat was accelerating out of a turn in the oval, three-mile course, the power turbine section of its gas turbine engine was torn apart by an escaping fourth turbine wheel. The wheel then ripped through the surrounding Kevlar protective blanket, sliced through the bottom of the boat, and disappeared into the bay. The third turbine wheel also escaped from the engine, but was found lying in the bottom of the boat.

The engine was a model YT55-L-11

manufactured in about 1966 by the Avco Lycoming Stratford Division for the U.S. Army. It was a precursor of many engines manufactured to power the Army's twin engine Chinook helicopter. Successor engines, over time, were greatly modernized increasing performance, reliability, and durability. Upon becoming obsolete this engine was sold by the U.S. Government as surplus, and was eventually acquired by the boat owner.

The engine was old and had provided years of service. Fatigued and worn, it yielded under the severe stress imposed during the boat's acceleration. The high energy inherent in its rotating turbine parts produced extensive damage.

The incident is a dramatic example of the hazard posed by an obsolete turbine engine, designed for aircraft use, installed in an unintended application. It also demonstrates the necessity for careful monitoring of turbine engines to avoid overspeed and overuse of the rapidly rotating turbine wheels and other critical parts.

Turbine engines and parts released as surplus are fraught with hidden dangers in the forms of unknown obsolescence, overtemperature, overstress and overuse. Do not put surplus turbomachinery into active service. A failure could occur at any time causing death, bodily injury and property damage. ➔



# Underground Tank Legislation Passed

*"Although it is difficult to determine the precise source of groundwater contamination, underground storage tanks are considered the source or probable source of a substantial number of groundwater contamination cases...Because half the population of the United States depends on groundwater as a source of drinking water...this problem has become one of national significance and requires Federal legislation."*

From the Conference Report accompanying the Hazardous and Solid Waste Amendments of 1984.

Under this philosophy, Congress enacted legislation in the closing days of the 1984 session regulating underground storage tanks, action which will have a major impact on FBO operations. However, the bill passed is considered to offer a reasonable approach to tank regulation when compared to other proposals which had been under consideration.

H.R. 2867 gives the Environmental Protection Agency (EPA) 30 months to develop standards for tank manufacture and regulations for leak prevention.

EPA is being given valuable flexibility to consider the technical capabilities of business when writing the regulations. States, meanwhile, are being allowed the option of developing and administering more stringent standards.

The bill, directs EPA to develop a form for compiling an inventory of all existing tanks; tank owners will also have to show financial responsibility for preventing and correcting leaks and compensating injured third parties.

—from *Airtran News* published by the National Air Transportation Association. ✈

## What H.R.2867 Means to FBOs

Following is a more detailed look at House Resolution 2867, the resolution passed by the 98th Congress directing EPA to establish standards and regulations for underground storage tanks:

### Legislation applies to...

- all tanks storing petroleum products that are ten percent or more below ground (including any underground piping).

### Does not include...

- farm or residential tanks of 1100 gallons or less, or to heating oil tanks.

### Timetable...

#### May 1985

- States must designate the agency responsible for developing an inventory of existing tanks.

#### October 1985

- EPA must develop a form to be used to gather data about existing underground tanks.

#### April 1987

- EPA must establish performance standards for tanks including: design, construction, installation, and release detection capability.
- EPA must issue regulations establishing release detection, prevention, and corrective action. Release detection regulations must include the requirement for a leak detection system, and an inventory control system coupled with tank testing or a comparable release detection system.
- EPA must issue regulations requiring: recordkeeping for release detection systems, reporting of all leaks, procedures to clean up leaks, and procedures to permanently remove tanks from service.
- EPA must also issue regulations requiring owners/operators to show financial responsibility for correcting leaks and damages to third parties.

### The legislation also...

- Encourages states to set up programs to enforce regulations. If states choose not to do so, EPA will enforce the regulations.
- Allows for EPA approval of state programs if they are no less stringent than federal standards established by EPA.
- Stipulates that states can establish a tank fees program to set up a fund that will substitute for individual tank owners having to show financial responsibility.
- Establishes a \$10,000/day/tank fine for not complying with regulations that will be issued by EPA or individual states.
- Establishes a \$25,000/day fine for tank owners/operators who fail to bring their tanks into compliance after EPA or the state determines a violation.
- Requires tank owners/operators to allow EPA or the state to inspect and monitor their tanks at anytime.





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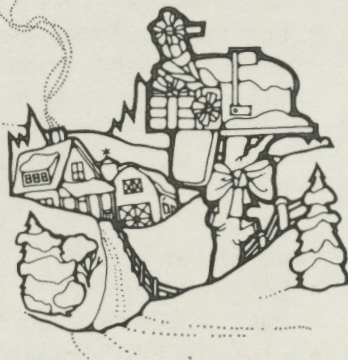
## FAA issues ARO changes at 7 airports

The Federal Aviation Administration (FAA) last month issued new procedures for general aviation operations at seven congested airports.

In a notice effective Nov. 2, FAA said the Airport Reservation Office will accept reservations for Washington National, Kennedy International, La Guardia and O'Hare International no earlier than 48 hours in advance of the proposed time of operation at the affected airport; i.e., 0800 on Tuesday for a reservation at 0800 on Thursday. FAA said reservations for Monday operations will be accepted on the preceeding Friday as has been the practice. A maximum of two reservations per phone call will be accepted.

In addition to those airports, FAA said that between Nov. 2, 1984 and March 31, 1985, pilots of non scheduled operations are encouraged using the above procedures to voluntarily contact the ARO for reservations at the following airports and hours (local times): Atlanta Hartsfield, 0800-1059 and 1600-1859; Denver Stapleton, 0800-1159 and 1600-1859; Newark International, 0800-0944 and 1700-1959. ➔

*Merry  
Christmas*



## \$5,000 reward for info on theft

A \$5,000 reward is being offered for information leading to the recovery of a 1974 Piper Navajo Chieftain, stolen from the Perry-Fort Valley Airport, Perry, Ga. on Nov. 3.

The Aircraft, N-61449, is white with orange and brown stripes with a burnt orange interior. It has large "N" numbers and 3-bladed props.

If you have information about this aircraft, call U.S. Aviation underwriters, Inc. in Atlanta at (404) 522-9970 and ask for Marshall Dean or Mike Barrett; or call David Mulhall in New York at (212) 952-0100. ➔

**This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.**